

The National News

The Monthly Magazine of The Falcon Club of America



Falcon



Jerry LaHo
Westfield, Michigan

1964 Falcon Futura Convertible

Covers: Jerry Laho & Dwayne Keith

Notice anything different about this cover? Yeah, it's sideways, oh wait, no it's not. The challenge has always been this: cars are horizontal and (most) magazines are vertical. Unless the photographer in the field plans accordingly, the majority of the photos received and printed here in the magazine are horizontal.

Both covers of this issue are outstanding photos and both definitely are cover material. We just want to figure out how to make the very most of a good thing—and how FCA members weigh in.

The back cover of this issue represents what we have used as our standard vertical format for a while now. The front cover is a design experiment to see how this horizontal format might work for the magazine. One advantage to the horizontal format: the car is BIG!

Compare the front and back covers of this issue and take this poll by sending an email to the Editor.

Question:

"Do you like the recent design changes in *The National Falcon News*?"

Answers:

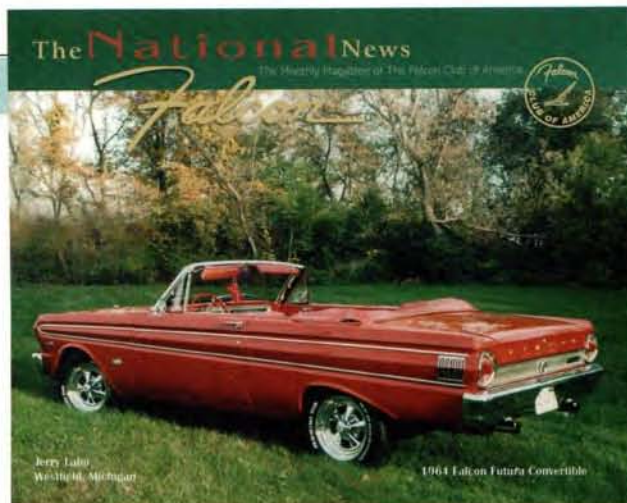
1. Design changes? Doesn't look any different to me.
2. Yes, the horizontal cover really works.
3. It's weird to have the cover be horizontal and the rest of the magazine vertical...
4. I think the whole magazine should be horizontal.
5. Leave it alone, don't change anything.
6. Change everything!

Thanks for your input! This is your magazine. All submissions by FCA members are greatly appreciated—we want to make your Falcons look their best!

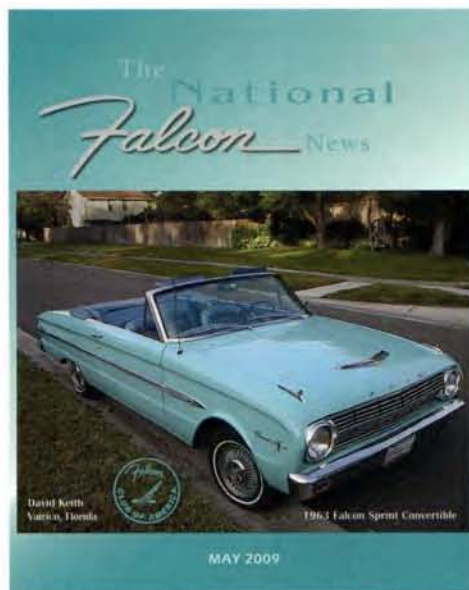
—Editor

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New horizontal cover experiment. Car is nice and big!



Horizontal photo in vertical cover format.



Ideal for vertical cover format. In a perfect world...

My Husband's Falcon: Gary Crawford 1963 Sprint Hardtop

By Linda Crawford



Gary bought his first Falcon Sprint on June 10, 1963. He had seen an ad on TV that Falcons had taken first in the Monte Carlo race, and decided that was the car he wanted to own. He bought the second Sprint delivered to Ottawa, Kansas. He traded in a 1956 Ford two door Hard Top Custom Line—oh, how we wish we still had that car—and paid \$62.50 cash down. He was able to obtain a 47 month loan, unheard of at that time.

He evidently thought he had a race car and that he was at Monte Carlo because he quickly obtained four tickets for speeding in one year and spent the next six months walking while his new car sat in his parents' yard and he continued to make his monthly loan payments.

Gary and I dated in this car, and drove the car on our two night honeymoon to Kansas City. His brother had changed plug wires in the car as a joke and we had to stop and ask for help along the way to Kansas City.

We drove the car for a number of years. With two small children and more and more repairs on the Sprint which resulted in numerous trips to the junk yard to find parts, we decided to sell it and buy a larger car. For thirty years Gary has regretted that decision and talked about finding another Falcon Sprint.

About a month before he retired in 2004, he was calling on one of his stores in Manhattan, when the produce manager mentioned there were two Falcon Sprints for sale in Hemmings magazine. Gary bought the magazine before he left, came home and talked about it for a day, and then made the phone call. The gentleman owned Cars of Yesterday Rentals in Alpine, New Jersey and wanted to sell his two Falcons as a pair but agreed to split them up. He had a hardtop and a convertible. The hardtop was the same color, had bucket seats, and four on the floor just like the original Sprint. Gary bought the car solely

—Continued on page 4

My Husband's Falcon: Gary Crawford 1963 Sprint Hardtop

—Continued from page 3

based on photos and several phone calls to the seller. The convertible was sold to someone in Pennsylvania. The seller arranged for transport and the car arrived about two weeks after Gary retired.

The car immediately needed a new battery, tires, muffler—somehow that included headers—a carburetor overhaul, and new brake lines. The plans for a refurbish were made during the spring and summer months.

The car went to a friend I worked with who paints cars as a hobby. He helped Gary tear the car down and get it ready for the sand blaster. Gary was really lucky that when it came back from the blaster there was very little rust to deal with. The refurbish took from November, 2004 until July, 2005. The car was repainted with the original color "Corinthian White," had numerous trim pieces replaced, a new windshield installed, the roof liner replaced, and most of the interior reworked.

In 2006, we drove the car to Indianapolis for the National Falcon meet. Gary has continued to make upgrades and repairs. Before the drive to Indy, a new radiator, fuel pump, water pump were installed. Since that trip, Gary and a friend from the Ford Club in Topeka have installed an air conditioner/heating unit.

The car has been fun to drive and we have met so many nice people at cruise nights and in the two car clubs we have joined. Where ever we drive the car, we are always stopped by people to talk about a memory of an uncle, Dad, or someone who used to own a Falcon. We often are given hand signals by passing motorists that we choose to interpret as "Thumbs up!" You will know if you see us on the road when you see the Kansas Falcon we have in the back window, so honk and wave!

—Submitted by Linda Crawford
(FCA #12229)
Topeka, Kansas



From top: Gary and Linda at their wedding in the original Sprint; Gary during his days as a student at Kansas University; The Kansas "Falcon." See it?—honk and wave!



Send some photos and a story about your Falcon for our new "My Falcon" Feature. Send on CD to the Editor at the address on page 5.



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Classified Advertising

How to Advertise in The National Falcon News

Email your classified ads to:
wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time-saver and much appreciated.

CORRECT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

INCORRECT: '64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE
YOU'RE CALLING.**

Falcons For Sale

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.



1962 two door Falcon. A 6 cyl. 170 c.i. engine has been reworked. Starts and runs like new. Amateur restoration, extra doors and fenders and hood convey. \$3000 invested. \$1800. Don, 757-357-9133. SE VA.



1962 "Futura Hotrod." Drive train is 1963 V8: 260 V8, headers, Falcon T-10 4 speed, factory shifter, 4 speed column, 8" rear axle, 5 lug brakes and steering; motor runs; needs brakes. Has '62 bucket seats and console; all Futura parts intact. Some driver's floor rust, and back of quarter panels. \$3500 OBO. For detailed pictures call Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

Rare 1962 Sport two door Futura. New Navy blue Landau top. Light blue paint. Buckets, console, 250 c.i. 6 cyl. auto with shift kit. Black plate California license. Rust free, no accidents. \$7000. OBO. No trades. Don Hobart, 661-270-1685. CA.

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The National Falcon News

President's Message

Chuck Beason

We would like to congratulate and thank the Southern Coast Chapter for hosting their first Regional Meet in Pensacola, Florida in March. The weather was excellent, hospitality was super and the Falcons were great. We look forward to visiting with the Southern Coast Chapter again next year.

Don't forget to make your hotel reservations and register for the 30th National Convention of the Falcon Club of America, July 16-18, 2009 hosted by the Mason Dixon Chapter. Thanks to Convention Chairman Mike Garrett and Registrar Phil Barber for keeping us up to date on planned activities for the convention with the "Dash to Dover" articles in *The National Falcon News*. Please plan to join the hundreds

of Falcons for the "Dash to Dover."

Carolyn and I hope to see you in Louisville later this month for the second Annual Regional Meet hosted by the Bluegrass Chapter.

Don't forget, "Take A Kid To A Car Show" this year.



Chuck & Carolyn

Convention Host Hotel Update

All currently registered attendees: Our First Host Hotel, The Sheraton, is totally booked! Not to worry, however, as Host Hotel #2, The Hampton Inn, which shares the parking lot with the Sheraton, is now taking reservations. You may call them at 302-736-3500. Don't forget to tell them you are with the Falcon Club Convention. Rates are the same: \$109 plus tax. I will keep you posted, but take a minute to book your hotel room and register NOW!

—Phil Barber
Registration Chairman

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Classified Ads (con't)

—Continued from page 7

Falcons For Sale

1963 Falcon Futura V-6 convertible. Restored, excellent condition runs well. New tires, radiator, engine parts, gas tank, roof. Contact Jan Wright, 603 835-6583 or ruddyduc@sover.net. MA

1963 Falcon Ranchero rebuild 170-6 cyl. with split header and duals, auto. New candy red paint, bucket seats, console gauges. Great truck, good on gas. Much work done, ready to cruise. \$4200. Can email pics. Call Mike Hanko, 210-626-2050. TX.



1963 Falcon Futura hardtop. Solid original floors. Rebuilt 200 cu. in. engine. Rebuilt C-4 transmission with shift kit. All new interior with new foam on front seats. Class winner in three Falcon Regional Meets. Selling due to age and health. \$7900 OBO. Sam Michaelian, 860-916-7282 or flyboysarkis@aol.com. CT.

1963 Falcon Futura convertible. Turquoise, 260 V8, automatic, air. New white top, new interior. 64,000 miles. Much more included. \$7500. Call Jack Ridgeway for more information; 618-542-2656 or 618-542-6525. IL.

1963½ Sprint hardtop. Original baby blue paint with turquoise interior. 150,000 miles on body. I have owned for 29 years, Dallas/Ft. Worth car. 1967 289 V8 and C-4 automatic transmission. New front suspension, brakes and gas tank. Drive train has been rebuilt. 1969 Rally wheels. \$7000. Bill, 817-265-8314, 214 Ditto Lane, Arlington, TX 76010.

1964 Falcon Futura convertible. Frame-off restoration five years ago, everything new or rebuilt. A numbers-matching car with only 5000 miles since restoration. Red on Red, white top. 200 six cylinder automatic. Car has always been garaged. This Falcon has all the very rare stainless wheel covers. \$14,000. Trades considered. Call Dave at 508-949-0771 or send email to carlsonsenior@charter.net. MO.



1964 Falcon Sprint, 260 V8, four speed. All glass and trim good. More pictures, no smoke. Top end rebuilt, new radiator. Little or no rust, new carpet, original seats. Asking \$9000. Rick Davis, 479-221-8556 or 479-646-5084. AR. (07/09)

1964 Futura rolling chassis. Was 8 cyl. standard car with extra hood, bumpers, and trim. Solid builder, \$2800. Call Ted Carman, 215-257-3197. SE PA.

1964 Ford Falcon Futura hardtop. Dark blue, good condition. Newly painted.

1960-1970 FALCON

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1964 Falcon Sedan Delivery Deluxe. One rare Falcon! Body code 7813 (only 98 produced in 1964.) Strong runner with numerous modifications. See article at westcoastfalcons.com/scff/member/charlie.htm. \$13,000 OBO. For pictures and additional information, call Doug at 707-291-3284 or send email to dlaurice@earthlink.net. CA.

1964 Falcon Futura 6 cyl, 200 cu. Original owner. Prairie Tan exterior. Black interior. Excellent condition. Original engine. New top. \$9500 OBO. Michael 408-394-1030 or teknique@att.net for pictures. CA.

1964 Ranchero. 200 I6, C4 trans. Wimbledon white, red interior. Body work on driver's quarter panel done. \$3900. OBO. Craig, 248-202-7148 or email Cragar777@yahoo.com. MI

1964 Sprint Falcon Convertible fully restored red with saddle top and interior. Purchased new by Dandy Don Merideth of the Dallas Cowboys. 260, automatic, power steering, power top, air conditioning, new stainless steel exhaust. Took 1st place in 2001, class winner 2002. \$22,000 OBO. Much more. Greg 734-847-0036 or drummercobra@aol.com.

1964 Falcon Futura convertible. Original California car. New top and carpet. Sony AM/FM with CD player. Magna-Flow dual exhaust, Pertronix electronic ignition, Ford-o-Matic transmission, 15x6 American Torque thrust with BFG radials. Red exterior, red interior. 260 cu. in. engine Never hit or body rot, one repaint in 1988. \$24,900. Tom Maslanka, 352-249-7584. FL.

1964 Falcon Futura hardtop. Rotisserie restoration with a carbureted Mustang 5.0, HO motor having 46,000 miles and a 1967 Mustang rebuilt C-4 transmission.

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Call for details, serious inquiries only. \$15,000 firm. Rich Barrett, 215-679-3309. PA.



1968 Falcon Futura four door, white over bronze, white interior. 62,000 certified miles, 289 2-V, Cruis-o-matic, factory air, power steering. New brakes, new dual exhaust, good tires. A very smooth driver. This Southwest car has zero rust. \$4500 OBO. Ask for photos. Cliff, 475-585-5545 or hhazard87002@yahoo.com. NM.



1965 Falcon. 4800 original miles. Two door sedan, white/blue. 200 CID engine. No other options, all original. Showroom condition. Original tires (off the car). As nice as anything you will ever see. Will sell only to someone who will commit to maintaining this car in its original condition. \$15,000 OBO. Michael Young, 316-636-5091 or send email to michael.r.young@mac.com. KS.

—Continued on page 12

Classified Ads (con't)

—Continued from page 11

1965 Falcon Futura. 6 cylinder. some rust on roof and all over the car. Fair trim and excellent glass. Haven Paxton. 912-280-9641 or send email to havenpaxton@aol.com. GA.

1968 Falcon Futura Station Wagon Deluxe model. 289 c.i., Edelbrock carb and intake, dual exhaust. Newer paint, original interior, Cragar rims and new tires. Great shape! Runs great! Have original parts and a lot more parts that the original owner collected. I would love to keep this car but I don't have enough room. Email me for pictures and more information. Bryan, 805-934-4408 or sawtellefab4@verizon.net. \$8000 OBO. CA.

Falcons for sale: 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200. 1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org

Parts Wanted

NOS Sprint V8 flag emblems for front fenders of 1964 Falcon Sprint. Need two. Robert Dirksen, sneskrid@charter.net or 678-313-8438 Suwanee, GA.

1963-1964 Sprint tachometer in any condition. Call 508 998-590 or email Ed@emfalconeddie@gmail.com. MA.

Wanted: Four pieces of bed side trim for a 1964 Ranchero Deluxe with Futura style side trim. They are six inches longer than a car. Contact Don Branson; with condition and price. 636-228-4501 or dbranson@mail.win.org. MO.

Seats front and rear. Door panels and window trim, headliner for 1965 Falcon

van (E-series). Bob King, 815-623-7558. N. IL.

Interior bucket seats and middle console for both 1963 and 1967 Ford Falcons. 1967 Falcon two door parts. Need rear view mirror, bucket seats, wire wheel covers, door panels, chrome bumpers. Contact David Hensley, 631-905-4169 or johndavidhensley@yahoo.com. NY.

1966 Falcon station wagon parts wanted: hand crank assembly for tailgate. Split manifold for 200 ci 6. Patrick Lindquist, 281-382-2056 or end email to patrick.lindquist@sbcglobal.net. TX.

For my 1964 Falcon two door HT Sprint: (1) The sheet metal tab that is actually part of the rear back body panel. This tab holds a rubber shield. (2) Shifter boot that has round base with slotted (rectangular) hole for use with Hurst Competition Shifter. Steve at 562-595-1876 or stevewt324@aol.com. CA.

1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition, either NOS or used: front bumper, grill, h/l doors, park lamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 11394 Revere Ln. St. Louis MO. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Ring and pinion gear for an early 6 cylinder rear axle. The ring gear has 35 teeth and part #CODW 4210S. The pinion gear has 9 teeth and part #CODW 4610L. They must be a matched set. Please call Joe Tatti at 905-335-2834 after 6 pm EST. Ontario Canada.

Parts For Sale

170 cubic inch motor. Ran great when removed. Three speed transmission with new clutch, pressure plate and throwout bearing. \$300 each or \$500 for both. 2 13-inch 4 lug rims, one 14 inch 4 lug

rim. Don Livingston. 717-630-9716 or dminkworks@yahoo.com. PA.

1963 Falcon gas tank in new condition. Made in Canada. Will also fit other years. Used for two months. Call for details. \$75. plus shipping. Gene Johnson, 734-261-8334 or gene.joan@yahoo.com. MI.

AM/FM cassette radio from "Custom Auto Sound." Fits 1960-63 Falcon. Used for one hour. Asking \$100. Rick Preis, 636-456-3824. MO.

1964 Falcon, vent window frames, \$20 ea., single speed wiper assembly-\$20. Steve at 562-595-1876 or send email to stevewt324@aol.com. CA.

1963 Ford Falcon Engine, Transmission, and shifter for \$2600 OBO. The original 260 engine has about 10,000 miles on it rebuilt. Four speed transmission and factory shifter goes with it. Also have the radiator with fan, \$50. NEW four barrel intake manifold, \$75. Carl Wilber, 904-823-1715 or send email to jasonrchew@hotmail.com. FL

1964 2-door Futura/Sprint Exterior Side Trim. 14 pieces includes quarters, doors, fenders, and front arrows. Professionally restored and reanodized to gorgeous, show condition. Email or call for pictures, questions, etc. \$1600 outright, or \$1200 with nice, restorable set for core trade. Norm Huie, San Clemente, CA. huiehome@cox.net, or 949-498-8974.

1967 3 Speed Mustang Tranny. Original good working condition \$225. 1971 Maverick 3 Speed - Original good working condition \$225. 1963 3 Speed Tranny. Good original working condition. \$100. 1961 Comet 3 Speed Tranny. Good original working condition. \$100. Dagenham 4 Speed and Shifter Box. Works but noisy. Rebuildable Core.

—Continued on page 22

The National Falcon News

SO YOU WANT TO RESTORE A FALCON?

Monthly Tech Column

Dick Harrington

PART VII

REPAIRING THE RUST DAMAGE

RUST!

Chances are good that repairing rust damage is going to be part of the restoration process. Of the four classic cars in my collection, each has had rust issues. The 1965 Comet from Tennessee had some lower quarter work and driver's floor work. The 1963 Sprint convertible from Indiana had new floors, lower quarters, lower doors and under hood rust replacement. The 1963 Sprint hardtop from Los Angeles via New Jersey has new floors, rear quarters, under hood repairs and, worst of all, a rusted out cowl. The Sprint hardtop was my first experience at serious rust repair and it took the better part of a year to just to replace the rusted portions of the car. The illusions of a vehicle that spent its whole life in California along with all the stories of California rust free cars made me overly optimistic concerning the Ranchero.

Examination of the Ranchero once it arrived in Delhi showed the floors already replaced as well as patched lower quarters. In both cases the quality of the work was poor. The floors had significant patching over the top of rusted metal. The quarters had as much as $\frac{3}{4}$ " of bondo in some places. In other areas, bondo was placed over the top of rusted through sheet metal. Before you begin rust repairs, the first thing you need to understand is paint is expensive—the Sprint Hardtop has \$1500 worth of paint, no labor. The second thing is that paint is only as good as what it is stuck to. Paint does not hide defects, paint does not stop rust if it already exists, and a good paint job takes way more preparation time than actually spraying the paint.

REPLACING THE FLOORS

Since Rancheros are basically two door station wagons with the back half of the roof removed, the front portion of

the pickup box is where the footwell of the back seat would normally be. The foot well is covered with a steel floor that allows water to get underneath it. This water eventually gets into the passenger area and there go your floors. It would have been easier to replace the original floors than it was to remove someone else's idea of a floor repair. The floor patches were brazed in and overlapped over what was left of the original floors.

In a unibody design the floors are part of the structural integrity of the vehicle, so it is important to the strength as well as the appearance to get them done correctly. My preference is to only replace what is damaged. Floor panels are available for the front toe boards, front floors and rear floors. There are also half panels that combine the front and rear panels. In all cases, they take extensive reworking to make them fit; edges are not folded and seams are often in the wrong place. There are no replacement panels for the area under the rear seat or

—Continued on page 14



The floor patch behind the driver has been removed; if you look closely, you can see sealant and brazing.



The floor patch behind the driver has been removed; if you look closely, you can see sealant and brazing.



New right toe board is welded in place



All the floor pans finished and coated with epoxy primer.

SO YOU WANT TO RESTORE A FALCON?

for the drive shaft tunnel. Making your own replacements is possible with a little ingenuity; a heavy piece of angle iron that sandwiches the floor pan metal to a steel work bench can be used as a brake to fold seams. An inexpensive (\$100) bead roller will provide the beads to stiffen the pans. Cut scraps of cardboard for templates, it saves a lot of time and frustration.

Before beginning removal of the existing floors, it is a good idea to have the vehicle well supported on jack stands and sitting as level as possible. Work one quarter of the floor at a time, i.e. front passenger side, and fully complete the repair before moving on to another quarter. This will minimize the chances of a twisted chassis. I butt weld all my panels rather than overlap them (except when duplicating original factory assembly). The reason for butt welding is the fear of water getting trapped between two sheets of metal with the obvious consequences. All of the welding is done with a Lincoln SP 135 MIG welder using .023 wire and Argon/CO2 gas. MIG welders are easy to master with just a little practice. Sheet metal will warp from the heat of welding, the standard practice is to weld a short distance, $\frac{1}{2}$ ", skip about 4" and repeat a $\frac{1}{2}$ " weld, skip 4" and so on.

TORQUE BOXES

While the floor pans were out, some repairs were made to the torque boxes. Torque boxes are additional bracing added to V-8 powered Falcons to stiffen the unibody for the additional horsepower of the V-8. It is much easier to repair the torque boxes from above than below. The torque box on the right side of the Ranchero had about five pounds of sand in it. There is a body plug on the torque box just behind the front tire. It was missing, leaving an opening for the sand to enter through.



Rust damage at right front torque box



A rusted section of torque box is cut out. Notice the sand that collected inside.



The right floor of the torque box repaired



The back side of the torque box is repaired; the toe board patch is next.

Monthly Tech Column

Dick Harrington

When it comes to sheet metal to repair the torque boxes, scraps of structural steel studs (10 gauge) work great. If there are any commercial construction projects nearby, ask for some scraps.

Warning: the structural studs are galvanized and welding galvanized metal produces toxic fumes. I grind the galvanizing off at the area where welding will take place. To be extra safe be sure to wear a welding respirator and provide plenty of ventilation. Before welding the torque box shut, a heavy coat of paraffin based rust proofing was brushed on the inside surfaces.

FRAMERAIL

A small rust-through had taken place inside the torque box on the frame rail; it was patched with a piece of the structural steel stud. Again, before welding the floor pan, a heavy coating of paraffin based rust proofing was brushed on the inner surfaces of the frame rails. All the rest of the Ranchero unibody frames were in great condition.

The lower unibody of Ranchero is structurally sound again. It is quite satisfying to stand back and look at the finished floors. I would estimate that there are over 200 hours of labor to complete these repairs.

Next Month: Repairing Rust Damage on the Body



The only frame damage was inside the torque box.



The frame rail is repaired prior to patching the torque box

Dick Harrington (FCA #12563) of Delhi, New York is a regular contributor to *The National Falcon News*.

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Feature Falcon

By Bob Barrone

I purchased the 1965 Falcon Futura convertible in 2000 from a lady in Atlanta. She had the car in her garage and covered with a car cover. She stated that the car had been driven only 1000 miles in the past eleven years and the mileage totaled 52,000 since it was new. She had all the paperwork, title, bill of sale. The car was purchased from Crest Ford in Atlanta. It was agreed that she would purchase the Falcon if they would order Spearmint Green paint color. The final purchase was on March 29, 1965—the total cost was \$2842.80.

The Falcon is in practically new condition, and from all indicators, it had never been driven outside Atlanta or on a dirt road. My wife and I drove to Nashville Nationals in 2002, and it performed flawlessly, except for being a little under-powered.

The motor was removed and taken to a local garage for a power boost. In the local area, Keys Mechanics are known for building motors for dirt back racers and specialty purposes. The shop disassembled the motor and installed all new parts. They polished the intake manifold and installed a port divider between ports #3 and #4, installed a mild cam from Crane, and harder valve seats, balanced all rotating parts, milled the head and decked the block. A new two barrel 32-36 Weber carb was mounted and Clifford Ceramic headers mated to the exhaust manifold. The ignition system was updated using a Petronix solid state module bit.



Bob Barrone's 1965 Futura Convertible



Since the Falcon was 38 years old, I installed a new top, new seat covers and all new carpet. The bumpers were re-chromed and new shocks installed front and rear. Satinless steel brakes from the Stainless Steel Brake Corporation were mounted. The Falcon rides on a set of Michelin tires.

The Falcon runs strong with plenty of torque and speed. Until people at the car shows actually see the motor, they assume the car has a high performance 289 engine. The Falcon always attracts a lot of attention, and it is a pleasure to drive.

At this writing, the Falcon registered 53,500 miles. It looks and drives like new and draws more attention than a new Corvette, although a new Corvette is more attainable than a pristine 1965 Falcon Futura convertible.

This Falcon is a driver—not a trailer queen!

—Submitted by Bob Barrone (FCA #10862)
Canton, Georgia



FEATURE FALCON

Jerry Laho's 1964 Futura Convertible

i I've always had a passion for classic cars. I grew up on a farm up in Northern Michigan, where we had a 160 acre dairy farm. I remember the old 1957 Red Ford pick-up truck we always used for doing errands, running into town, and going to the back forty to do a job. That truck had a lot of rugged miles on it. I even had a few dates in that old truck.

My first car was a white 1962 Ford Falcon, six cylinder, with a three speed on the column. I used this car for driving 90 miles to college on weekends and to return home on Friday, when we'd go toodling around downtown and on campus. Those were the good old days.

In 1964 my Dad purchased a new Mercury Monterrey with the slant back automatic window—breezeway window they called it back then. We thought, "How cool is this? An automatic back window!"

My brother, Cliff, had a 1963 Ford Falcon convertible that he would let me use on weekends when he was home from college. Boy, was that a treat!

Also, my brother, Paul, has a 1976 Ford Thunderbird—all original—which he enjoys driving to car shows and around town.

My particular passion for the old classic cars has always been to own another Ford Falcon.

In December of 2004, I ventured into a Vehicle Detailing Product, (DWG Waterless Car Wash) to wash and polish, seal and protect without using water.



"Always Had A Passion For Classic Cars"



As I started using the product for detailing my vehicles, and friends' cars, I really got involved in detailing cars.

So I started to search the Internet to purchase a classic car to use for product demonstration detailing purposes..

Up came a red 1964 Ford Falcon Convertible for sale in Temperance, Michigan, about 40–50 miles from home. I got on my cell phone and called. It was still available; they had received four calls on it that day. Now I am the proud owner of a red Ford Falcon convertible.

In the summer months here in Michigan, I go to three to five car shows per week, and cruise around.

I currently live in Westland, Michigan, a suburb of Detroit. I have been married to Barbara for 38 wonderful years. We have two beautiful daughters, Greta and Rachel.

I have been employed at Detroit Diesel Corporation for almost 28 years, as a Skilled Tradesmen, in Tool and Die Inspection, also in Toolmaker Bench.

I have a heated storage garage for the winter months, so I am able to work on the car. I also have joined the Falcon Club of America, and a local Falcon Club here in Michigan.

My passion for classic cars is epitomized by my Falcon.

—Submitted by Jerry Laho
(FCA #12374)
Westland, Michigan

Want to see your Falcon Featured? Send photos and stories to the Editor at the address on page 5. Be sure to include pictures of yourself, the interior, engine, restoration, driving, everything!

NEW MEMBER FEATURE: 1963 Falcon Sprint Convertible



Tom McCoy



As a new member of the Falcon Club of America, I would like to compliment your newsletter—great job on it and the Membership Directory. I have had numerous classic cars, mostly Chevrolets. A few years ago, I had a Comet convertible, but I didn't keep it for very long. It had a bench seat, and I just didn't like the car.

Recently, I saw that a neighbor had a 1963 Falcon convertible and thought that would be a nice car to have.

I looked at several, and talked with the Manager of the GM dealer where I worked. He had a red Falcon convertible with a 260 V8, so I bought it.

This car had been owned by Ford Dealers Leon Mensing of Lowden, Iowa, then it belonged to the Burnett boys in Maquoketa, Iowa.

The car looked good, but had some mechanical issues. With some work, and the help of the advertisers in *The National Falcon News*, the car now runs great.

I am looking forward to putting many miles on my 1963 Falcon Sprint.

—Submitted by Tom McCoy (FCA # 13131)

Marion, Iowa

DASH TO DOVER MAJOR ANNOUNCEMENT!

Falcon Club of America Invited to Take a Lap Around the Monster Mile at Dover International Speedway!

On Thursday July 16 at 4:00 PM all attendees at the 30th Falcon Convention are invited to take their Falcons around The Monster Mile at Dover International Speedway, and take a tour of the racing facility. The cost is \$13 per car for the drive and \$7 per person for the tour. Only Falcons will be allowed on the track surface. We will take at least one lap of the track—we are negotiating for more—and a group photo is planned on the track surface. Folks who take the tour can take photos of their car in the Winners' Circle. The tour will take in all of the track, including Pit road and garages. A small bus will be available for those who cannot do all the walking. This event will happen rain or shine. Keep checking in with the convention website: www.masondixonchapter.homestead.com for updates and a link to the track for the tour.

LETTERS TO THE EDITOR

Editor:

I have been enjoying Dick Harrington's Monthly Tech Column as he explains restoration techniques. This is invaluable information from someone who has turned the wrenches. You cannot get this kind of information from the best shop manual. He explains the little "tricks" that help the restorer get past the tight spots. Only someone who has gotten "hands on" can give you these techniques. Dick's column compliments a great magazine.

—Cliff Reisig (FCA #12938)
Tularosa, New Mexico

Hello, Wendy,

Thanks for all the effort you put into the FCA Newsletter. You've got a triple-dose of creativity and we're all the lucky recipients!

—Norm Huie (FCA #8002)
San Clemente, California

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—Continued from page 12

\$150. 1984 T5 V8 5 Speed. Works but noisy. Rebuildable Core \$150. 1966 200 CID Block & Head, Rebuildable clean core, \$100. Will Email pictures. Prefer local pickup. Hudson Valley about one hour North NYC. Call Rich at 845-795-5778 or powerband@hvc.rr.com

1963 Falcon hardtop console brackets \$96., 1964-1965 Falcon or Comet console bracket (repro) \$96., 1965 Falcon grille, used fair condition \$125., 1963 260 2 speed transmission, apart ready for inspection and rebuild \$375., 1963, 1965 Falcon or Comet 4 speed steel tunnel, glass beaded, black powder coated \$225., 4 speed shifter \$199., 1965 Falcon black steering wheel with horn ring \$125. Vic Falcone. vfalcon64@aol.com or 518-355-7756. NY.

NOS 1964 Falcon grille. New in Ford box. \$1000. Robert Dirksen, sneskrid@charter.net or 678-313-8438. GA.

NOS neutral safety switch, C3DZ-7A217-A w/ back up light, wiring 15525-B, \$35. Excellent 1968/69 grille; with a little polishing this grille would be good for show, \$65. Fair 1963 owner's manual, \$5. Very good 1966 grille, for driver/or cruise nights, \$30. 5-13" 5 lug wheels for 1963 Sprint, and others, \$35 for all 5. 1960-61-62 Falcon shop manual, w/ 1963 supplement, includes 260/289 engine section excellent condition, \$25. Also 1964-66 Falcon/Mustang convertible top manual, w/ windshield washer installation guide. 1963 wiring diagram manual, and 1963/63½ illustrated pricing and specs manual and a 1964 illustrated pricing and specs manual, all

\$5 ea. or all 4 for \$16. All prices, plus shipping. Will trade either grille for a very good set of 1967 headlight doors. Milt Robar, eves. 256-488-9318. AL.

Kellogg's Garage has a recent acquisition of NOS 1960-1963 parts and good used parts as well: Grilles, headlight rings, horn rings, 13¼" wire wheel covers. Can email a list for your perusal. Lenny Kellogg, the Junkyard Junkie. lenkellogg@lpbroadband.net or 970-593-1964 CO.

NOS parts: CODZ-3352-B steering arm & bushing, \$75. CODR-7A039-B trans. ext. assy, \$30. CODB-6404144-A & CODB-6404145-AP visor brkt. \$10 each. CODF-11654-C headlamp switch, \$45. CODF-7A217-A trans. control switch & wire assy, \$15. CODZ-7210-

— Continued on page 24



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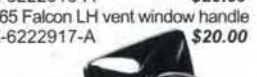
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1961

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410-266-8271 PBarberpr@aol.com

1962

Glenn Vanderendonk, 4305 N. Spruce, Kansas City, MO 64117
816-452-1967

Joe Tatti, 2140 Falmouth Terrace, Burlington, Ontario L7P 1X9
905-335-2834

1963

Bob Passino, 5188 E. Henrietta Rd, Henrietta, NY 14467
585-334-6779 Mattyp8@juno.com

1964 CONVERTIBLE

James Cole, P.O. Box 1858, Dawsonville, GA 30534-0033
404-427-8998

1964 HARDTOP & SEDAN

Richard E. Alyea, 1817 N. Timber Ave., Bethany, OK 73008-5726,
405-789-6592

1964 / 1965 - STATION WAGON

Frank Servas, P. O. Box 10, Center Valley, PA 18034
falcon@hyperlips.com

1965

Jim Hatcher, 8301 W. 92nd Terrace, Overland Park, KS 66212
913-381-5679

Steve Springer, 6600 Ratan Dr., Austin, TX 78749
cspringer@austin.rr.com

1966

Phil Warren, 602 N. Harrison, Springhill, KS 66083
913-592-3571 pwrn@cebridge.net

1967

Don Anderson, 2082 Cooper Way, Jonesboro, GA 30236

1968 / 1969

Leon Grantham, 8108 E. 59th ST, Kansas City, MO 64129
816-353-3084, and

1968

Donald Snyder, 26 S. 11th ST., Akron, PA 17501
snyder@dejazzd.com

1969

Bill Water, 1615 Maple Grove Ave, Dayton, OH 45414
937-216-4721, falconbill@woh.rr.com

1970 / 1970½

Merl Hayn, 14942 S. Maple Rd., Argos, IN 46501-9525
574-892-6309 shaynfamil@aol.com

PERFORMANCE

Bruce Thompson, 860 Vosseller Ave., Martinsville, NJ 08836
bhix@optonline.net



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Event Calendar

SECOND ANNUAL REGIONAL MEET; LOUISVILLE, KY MAY 22-23, 2009

Hosted by the Bluegrass Chapter FCA at the Holiday Inn Louisville South in Louisville, Kentucky. More info: www.bluegrasschapter.com, Dale Daugherty, 502-231-8715. Registration form in this issue.

30TH ANNUAL FALCON CLUB OF AMERICA CONVENTION JULY 16-18, 2009; DOVER, DE

Hosted by the Mason Dixon Chapter at the Sheraton Dover Hotel, 1570 North Dupont Highway, Dover, DE 19901. Phone 302-678-8500. Use the registration form in this issue to register. For additional information, Mike Garrett, at 301-916-3323 or megarrett35@msn.com or Phil Barber, at 410-266-8271 or pbarberpr@aol.com.

Do you have a Falcon Event to be included in Calendar of Events? Contact the Editor at the address on page 5.

Classified Ads (con't)

—Continued from page 22

B shift selector lever, \$55. Many more parts available. Keith Litteken, 314-351-1789 or kslitteken@aol.com, MO

1963½ Sprint convertible parts. Black. I wrecked it in 1969. Power top unit, \$150; console, \$200; inside and outside chrome (anything I could unbolt). Dash chrome set, \$50. If no answer, write letter. Bill, 817-265-8314, 214 Ditto Lane, Arlington, TX 76010.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

Large 27-year collection of good used Falcon Parts for reasonable prices. Also

some parts for Comets and Fairlanes. Fiberglass front clips new for 1960-61 Falcon race cars. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

1963 Falcon NOS: V8 arm and bushing \$175., six cylinder exhaust manifold \$170, six cylinder standard shift radiator \$125., hood hinges, do not take springs, \$50. pair, temperature cable \$30., license light lens \$20., quarter molding Futura \$135 ea., door molding Futura \$100. ea., much more. Frank G. Stewart, 440-282-6277. OH.

H/T 1965 289 engine 2V with Hooker Headers w/C4 tranny, both engine and transmission ran fine before I pulled them out of the car \$450. OBO. If need be, I can sell the engine or trans separately. Also Front Suspension drum to drum (5 lug) \$100. OBO. Windshield with rearview mirror \$35. Please contact John Mirretti, 847-456-1691 or 847-662-6662. IL.

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Throgmorton,
Corresponding Secretary.
Her info is on page 5.





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Complete drive train, 1960 to 1970 for Falcons and Mustangs. Radiator, 200 cu in 6 cylinder engine, C4 auto transmission, drive shaft, Offy 200 cubic inch intake manifold with 3 F1 carbs and linkage. All covered and clean. \$400. for all. Alan Peters, 817-573-3796. TX.

1967 carburetor for 289 2V w/automatic tag # C7DF R, \$50. 1970 302 heads: cast # DOOE, \$100 pr. 1968 302 4V stroked to 347: Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main & head

studs, roller rockers and stud girdles \$4,800. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO

Miscellaneous For Sale

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

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FCA

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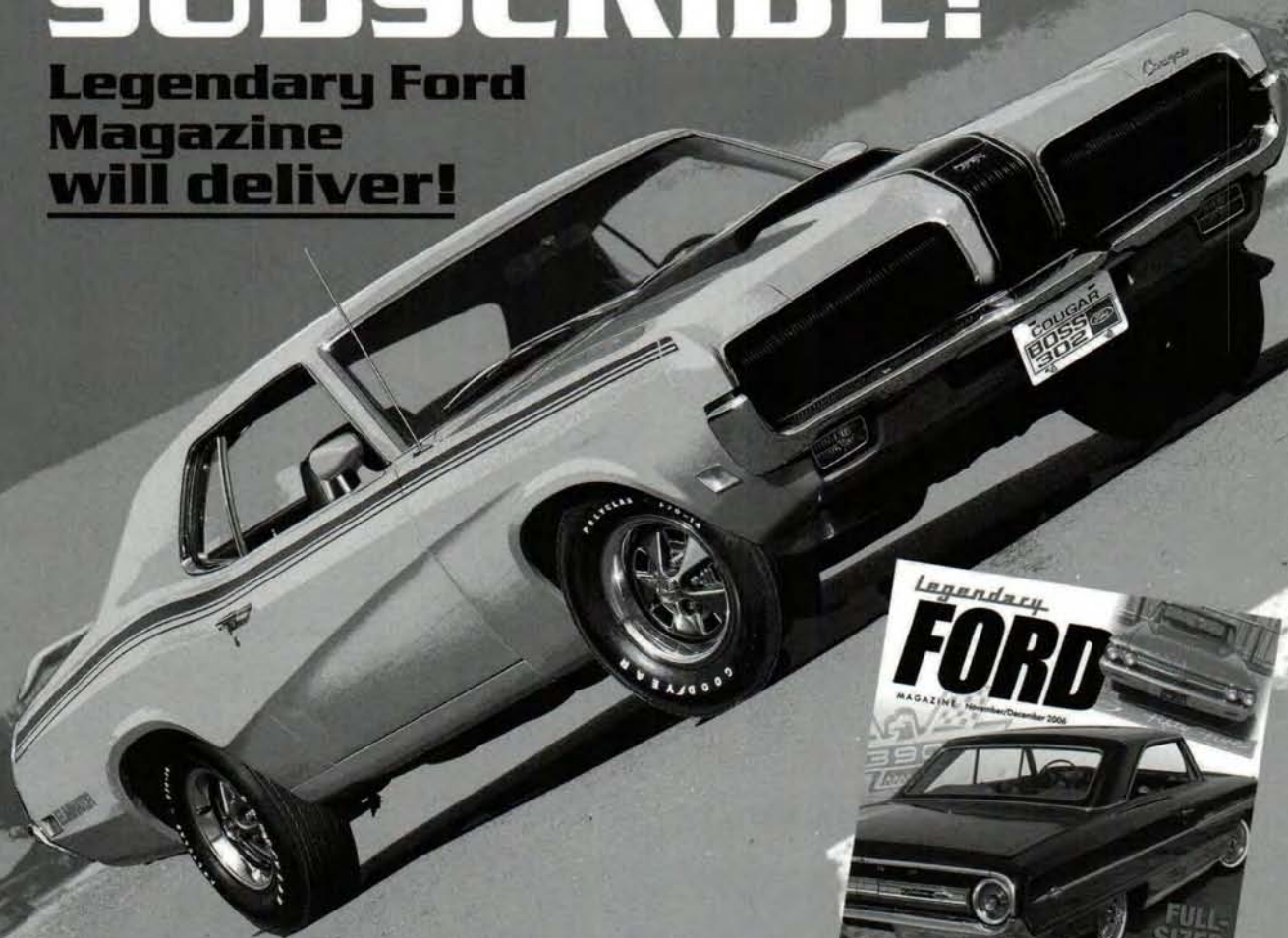
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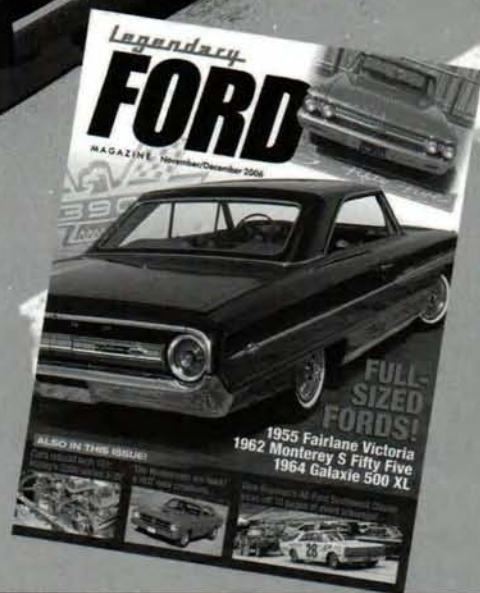
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Falcon Club of America Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
 2nd Sun.—monthly
 Pig Stand, 1508 Bdwy.
 San Antonio TX
 (210) 287-4498

Arizona Chapter
 Phoenix, AZ
 2nd Sat. except June,
 July, Aug. at Berge Ford,
 460 E. Auto Center Dr.,
 Mesa, AZ
 (480) 888-0589

Bluegrass Chapter
Louisville, KY
 2nd Sat. each month at
 4:30 PM
 Jefferson Co.
 Government Center,
 7201 Outer Loop
 (502) 231-8715

Blue Ridge Chapter
South Carolina
 3rd Sun.—monthly
 Greer, SC
 (864) 879-1060

Capital City Chapter
Austin, TX
 3rd Sat.—monthly, 4 PM
 (512) 670-0544

Carolinas Chapter
Charlotte, NC
 1st Mon.—7 PM
 Holiday Inn Express
 Hotel, 2491 Wonder
 Dr., (Exit 60: I-85)
 Kannapolis, N.C.
 (704) 736-1920

Central California
Falcons
Bakersfield, CA
 1st Tuesday 6:30 PM
 Marcia's house,
 5304 Southshore
 (661) 587-8539
 Fresno, CA
 3rd Thursday at
 Applebee's in Clovis, 98
 Shaw Ave. 7:00 PM
 (559) 322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
 1st Tue. 7:30 PM
 Cafe Hotel, Melbourne
 9369 1574

Founder's Chapter
Arkansas
 2nd Sat.—monthly
 (501) 605-1370

Gateway Chapter
St. Louis, MO
 4th Sun.—monthly
 (636) 677-4670

Golden Gate Chapter
San Francisco, CA
 2nd Sat.—Odd Months
 (408) 293-5848

Hoosier Chapter
Indiana
 1st Sun.—monthly
 Edwards Drive-In
 2126 S. Sherman Dr.
 Indianapolis
 (317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
 3rd Sun.—monthly
 (903) 572-9593

Metro Detroit Chapter
Detroit, MI
 1st Sun.—bimonthly
 Pia's Restaurant
 Ecorse Rd, Taylor
 1 mile east of Telegraph
 (313) 382-2993

Mid America Chapter
Kansas City
 1st Fri.—monthly
 (913) 592-3571

Mile Hi Chapter
Denver, CO
 3rd Fri.—monthly
 (303) 857-9360

Music Chapter
Nashville, TN
 Monthly Meetings
 Call for dates/locations
 (615) 452-0321

Northeast Chapter
New England
 3rd Sat.—monthly
 northeastfalconchapter.
 com
 (952) 334-1654

NE Texas Chapter
Gladedwater, TX
 2nd Sat.—monthly
 (903) 759-6850

Northland Chapter
Minneapolis, MN
 2nd Sat.—odd months
 (952) 334-1654

Rainier Chapter
Seattle, WA
 3rd Wed.—monthly
 except Dec., Feb. Varied.
 RainierFalcons.com
 (206) 290-3093

So-Cal Falcons
Burbank, CA
 2nd Sat.—bimonthly
 (818) 845-9725

Sooner Falcons
Oklahoma City
 3rd Sat.—monthly
 (405) 205-3497

Sonoma County
Santa Rosa, CA
 1st Thurs.—monthly
 (707) 539-2860

Southeast Chapter
Georgia
 1st Sun.—monthly
 (770) 887-6268

Space City Chapter
Houston, TX
 2nd Sat.—monthly
 Prince's Drive-In, I-45 &
 Fuqua; 6:00 PM
 (713) 703-5110

Star City Falcon Club
Roanoke, VA
 Monthly meetings
 Call for date/location.
 (540) 254-1515

Virginia Falcons
Richmond, VA
 2nd Sun.—even months
 (804) 739-1615

Wheat State Chapter
Wichita, KS
 1st Sat.—even months
 (316) 838-7487

Water Displacement Project #40: WD-40

I had a neighbor who had bought a new pickup. I got up very early one Sunday morning and saw that someone had spray painted red all around the sides of this beige truck. I woke him up, and told him the bad news. He was very upset and was trying to figure out what to do, probably nothing until Monday morning, since nothing was open. Another neighbor came out and told him to get his WD-40 and clean it off. It removed the unwanted paint beautifully and did not harm his paint job on the truck—I'm impressed!

WATER DISPLACEMENT PROJECT #40

The product began from a search for a rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a "water displacement" compound. They were successful with the fortieth formulation, thus WD-40. The Corvair Company bought it in bulk to protect their Atlas missile parts.

Ken East, one of the original founders, says there is nothing in WD-40 that will hurt you.

USES FOR WD-40

When you read the "shower door" part, try it. It's the first thing that has ever cleaned that spotty shower door. If yours is plastic, it works just as well as glass. It's a miracle!

Then try it on your stove top... Voila! It's now shinier than it has ever been. You'll be amazed.

01. Protects silver from tarnishing.
02. Removes road tar and grime from cars.
03. Cleans and lubricates guitar strings.
04. Give floors that "just waxed" sheen without making them slippery.
05. Keeps flies off cows.
06. Restores and cleans chalkboards.
07. Removes lipstick stains.
08. Loosens stubborn zippers.
09. Untangles jewelry chains.
10. Removes stains from stainless steel sinks.
11. Removes dirt and grime from the barbecue grill.
12. Keeps ceramic/terra cotta garden pots from oxidizing.
13. Removes tomato stains from clothing.
14. Keeps glass shower doors free of water spots.
15. Camouflages scratches in ceramic and marble floors.
16. Keeps scissors working smoothly.
17. Lubricates noisy door hinges on vehicles and in homes.
18. It removes black scuff marks from the kitchen floor!
Use WD-40 for those nasty tar and scuff marks on flooring. It doesn't seem to harm the finish and you won't have to scrub nearly as hard to get them off. Just remember to open some windows if you have a lot of marks.

19. Bug guts will eat away the finish on your car if not removed quickly. Use WD-40 to remove them and protect the finish.
20. Gives a child's play gym slide a shine for a super fast slide.
21. Lubricates gear shift and mower deck lever for ease of handling on riding mowers.
22. Rids kids rocking chairs and swings of squeaky noises.
23. Lubricates tracks in sticking home windows and makes them easier to open.
24. Spraying an umbrella stem makes it easier to open and close.
25. Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.
26. Restores and cleans roof racks on vehicles.
27. Lubricates and stops squeaks in electric fans.
28. Lubricates wheel sprockets on tricycles, wagons, and bicycles for easy handling.
29. Lubricates fan belts on washers and dryers and keeps them running smoothly.
30. Keeps rust from forming on saws and saw blades, and other tools.
31. Removes splattered grease on stove.
32. Keeps bathroom mirror from fogging.
33. Lubricates prosthetic limbs.
34. Keeps pigeons off the balcony—they hate the smell.
35. Removes all traces of duct tape.
36. Folks even spray it on their arms, hands, and knees to relieve arthritis pain.
37. Florida's favorite use: "cleans and removes love bugs from grilles and bumpers."
38. In the state of New York: WD-40 protects the Statue of Liberty from the elements.
39. WD-40 attracts fish. Spray a LITTLE on live bait or lures and you will be catching the big one in no time. Also, it's a lot cheaper than the chemical attractants that are made for just that purpose. Using chemical laced baits or lures for fishing is not allowed in some states.
40. Use it for fire ant bites. It takes the sting away immediately and stops the itch.
41. WD-40 is great for removing crayon from walls. Spray on the mark and wipe with a clean rag.
42. Also, if you've discovered that your teenage daughter has washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and re-wash. Presto! Lipstick is gone!
43. If you sprayed WD-40 on the distributor cap, it would displace the moisture and allow the car to start.
44. If you are working on a car and your hands are greasy, spray hands liberally with WD-40 and work it in well and then use a rag to wipe away the grease — works great every time!

The basic ingredient is FISH OIL.

—Reprinted from the Southeast Times
Newsletter of the Southeast Chapter



Dwayne Keith bought his Falcon in 2001, "from someone in Illinois who had just recently purchased it from someone in Napa Valley, California, where the car had been bought new several owners prior."

The car was in fair shape mechanically but poor shape cosmetically. It needed a new interior, top and a paint job. The Falcon has been repainted in original B code, Peacock Blue. It has medium blue interior.

Dwayne writes, "The most common question I get is if the exterior/interior combination of colors is correct. The exterior is really best described as turquoise, though the lighting can make the car look more green than blue or visa versa, and typically the aqua interior is seen with the B code exterior."

Dwayne has tried to keep the car original but he has made a few exceptions. He replaced the single jelly jar master with the 1967 Mustang dual bow, "but kept the drum set-up as they seem more than adequate. I put a three core radiator on to keep



Differences in lighting bring out the all colors of the Peacock Blue Falcon, changing it from turquoise in sunlight (above) to moody blue to silver.

—Editor's Note:

Dwayne's Falcon, along with Jerry Laho's on the front cover are both excellent cover photos. A little design experimenting and tweaking is going on here at Editorial Headquarters; this month's covers are part of it. Please feel free to comment on any changes you see or would like to see in your monthly magazine. Change is good; and the only thing you can count on. Let us know what you'd like to see.

See the poll on page 2 and get involved. Then send in some photos and a story!

—Continued on page 30

Feature Falcon

Dwayne Keith's Peacock Blue Sprint



Interior: Before and After. Glad that's done!

—Continued from page 29

up with the Florida summer heat and installed a coolant reservoir. I've rebuilt the generator twice and am tempted to do the alternator swap rather than do another rebuild."

"I'm 46, and the first car I can remember is my grandfather's 1962 Fairlane. The photo of me in front of it was taken on Easter Sunday, 1964 when I was three years old. My grandfather passed away many years ago, but he was always a Ford man, trading every few years for a new one.

I was looking for a classic Mustang when I discovered the Falcon, the original pony car, and bought one instead. It's much more unique and gets a lot more attention. I'm married and have a 14 year old daughter who can be kept in line under threat of my picking her up at school in the Falcon, which would cause everyone to look and stare. In a few years, she'll probably want to drive it to school herself."

—Submitted by Dwayne Keith (FCA #10707)
Vairico, Florida



The cover of California Mustang's Falcon Parts catalogue from a few years ago featuring Dwayne's car. They gave him a \$100 gift certificate when they chose his Falcon for the cover.

—See Dwayne's cover photo on back page.

Falcon

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Coil Over Rear Suspension Kit for 1960 - 1965 Ranchero/Falcon

NEW!

This quality kit is the perfect companion to our Mustang 2 conversion or can be used by itself. The complete kit allows you to replace your "tired" leaf springs with a 100% bolt in adjustable ride height coil over suspension. The coil is fully adjustable for ride height that you require. **NO WELDING REQUIRED!** Use our "slide adjust" mounting bracket system to bolt the threaded aluminum Aldan Eagle coilover shocks/springs and lower two links to your 8" or 9" housing. Body roll and front to rear roll couple is controlled by our bolt-in 3/4" black powdercoated sway bar and end link package. **AGAIN, NO WELDING!** Minimum installation hassle with maximum results!! Creates a more stable performance ride for better handling and road feel. One inch outside diameter x .120 wall round steel tubing with 5/8" rod ends make up the upper two triangulated links that bolt to your housing using our center section bracket. Upper link bar bolts between the frame rails for a 100% now weld anywhere installation. The upper two links are adjustable for fine tuning on pinion angle if necessary. Comes with all grade 8 hardware and thorough installation instructions. Optional chrome springs are available for an additional charge. Coilover spanner wrench included. **Order with our Mustang 2 front conversion kit and we will take \$100 off the total!**

Part Number: RCM114 Your Price: \$1695.00



NEW!

1960-1962 Falcon Back-Up Light Lenses

Now available are the correct lenses for the 1960-1962 Falcon back up lights. These are mounted on the rear panel separate from the tail lights.

BUL60X.....60-62 Falcon Back Up Light Lenses.....ea 19.95

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1964-1965 Ranchero Falcon Fuel Gauge

Brand new reproduction fuel gauge manufactured with UV coating to protect the silk screened printing from fading. Gauge is an exact reproduction with Ford part number and logos. All gauges are pre-tested for accuracy

FGI64X.....64-65 Ranchero, Falcon Fuel Gauge.....ea 89.95



1963-1965 Falcon Four Speed Tunnel Hump

COMING SOON

This is a quality die stamped reproduction of the original four speed tunnel hump used on 1963-1965 Falcons with factory four speed. This is just like the original with all factory shape and hole pattern included. Finally, a metal version made in the USA!



TTH63X.....63-65 Falcon Four Speed Tunnel Hump.....ea 149.95

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Small Block Tall Finned Cover



VC289-BK - Black

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Beautiful new small block Ford aluminum valve covers features a tall fin design. These new valve covers will set you apart from the crowd! Fits most roller rockers and have baffles installed. Manufactured in the USA!

VC289-PL.....Small Block Tall Finned Cover-Polished.....ea 219.95

VC289-BK.....Small Block Tall Finned Cover-Black Finned.....ea 189.95

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WAT053



WAT054

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The National *Falcon* News



David Keith
Vairico, Florida



1963 Falcon Sprint Convertible

MAY 2009